

MARINE INFORMATION**NEW EDITION OF SAILING DIRECTIONS**

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean, Ninth Edition, 2000, is ready for issue. This publication has been corrected to 22 July 2000, including Notice to Mariners No. 30 of 2000.

Note: Copies of the above publication may be obtained from National Ocean Service Sales Agents.

NEW EDITION OF COAST PILOT

U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, Twenty-Eighth Edition, is ready for issue and may be obtained from:

Distribution Division N/ACC3
National Ocean Service
6501 Lafayette Avenue
Riverdale, MD 20737-1199,

and authorized sales agents of the National Ocean Service. Price \$24.00.

The 2000 Edition cancels the preceding 1997 Edition.

All corrections to the previous edition issued in Notice to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient "RECORD OF CHANGES" form on Page VI of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Imagery and Mapping Agency Notice to Mariners and on the Internet at <http://critcorr.ncd.noaa.gov/> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

**CHENGSHAN JIAO
MANDATORY SHIP REPORTING SYSTEM**

The International Maritime Organization (IMO) has announced the adoption of a new mandatory Ship Reporting System off Chengshan Jiao in the Yellow Sea effective 1 December 2000.

Description of the Mandatory Ship Reporting System for the waters off Chengshan Jiao Promontory
(Positions in World Geodetic System 1984 (WGS 84) Datum)

1. Categories of ships required to participate in the system

The following vessels are required to participate in the system: fishing vessels with a length of 24 meters and above, cargo ships of 300 gross tonnage and above, and passenger ships as defined in Chapter 1 of 1974 SOLAS, as amended.

2. Geographical coverage of the system

The waters covered by the Ship Reporting System is the water area with the VTS center (geographical position is 37°23.65'N 122°42.12'E) as the center and 24 miles as the radius.

3. Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services**3.1 Format**

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851(20).

A	Name of ship, call sign, and IMO number (if applicable)
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
I	Port of destination (optional)

- | | |
|---|--|
| Q | Defects and limitations (vessels towing are to report length of tow and name of object in tow) |
| U | Overall length and gross tonnage |

3.2 Content and geographical position for submitting reports

1. Participating vessels are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating vessel leaves the area.
2. When a participating vessel leaves a port that is located within the reporting area, it shall report its name, position, departure time, and port of destination.
3. When a participating vessel arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position, and arrival time.
4. When a traffic incident or a pollution incident occurs within the reporting area, the vessel(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide any additional information related to the incident, as requested by the shore-based authority.

3.3 Authority

The competent authority is Yantai Maritime Safety Administration, China. The voice call sign is “Chengshan Jiao VTS Center”.

4. Information to be provided to ships and procedures to be followed

1. The Chengshan Jiao VTS Center, where appropriate, will provide participating vessels with information such as conflicting vessel traffic, abnormal weather conditions, and maritime safety information.
2. Participating vessels shall maintain listening watch on the designated VTS frequency.

5. Radiocommunications required for the system, frequencies on which reports should be transmitted and the information to be reported

1. The working channels of the Chengshan Jiao VTS Centre are:
Primary – Channels 8 or 9
Secondary – Channel 65
Calling frequency – channel 16
2. The language used for reports in the system will be Chinese or English. Marine Communication Phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

6. Rules and regulations in force in the areas of the system

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

7. Shore-based facilities to support operation of the system

1. Chengshan Jiao VTS Centre is comprised of radar, VHF communications, VHF-DF, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.
2. Chengshan Jiao VTS Centre maintains a continuous 24 hour watch.

8. Alternative communications if the communication facilities of the shore-based authority fails

Chengshan Jiao VTS Centre has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communications are by HF(SSB), telex (facsimile), e-mail, or cellular.

9. Measures to be taken if a ship fails to comply

Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

IN THE WATERS OFF THE CHENGSHAN JIAO PROMONTORY (new scheme)

U.S. charts affected: 94440 (2nd edition)

Note: These positions are given in WGS 84 Datum

The ship's routing system in the waters off Chengshan Jiao promontory consists of the traffic separation scheme, the inshore traffic zone, and the precautionary area.

1. The traffic separation scheme

1.1 The separation zone, two nautical miles wide, is centered upon the line connecting the following geographical positions:

- (1) 37°31.18'N 122°45.40'E
- (2) 37°25.29'N 122°49.68'E
- (3) 37°11.60'N 122°49.68'E

1.2. The inner limit of the traffic separation scheme is the line connecting the following geographical positions:

- (4) 37°29.69'N 122°42.13'E
- (5) 37°24.49'N 122°45.91'E
- (6) 37°11.60'N 122°45.91'E

1.3. The outer limit of the traffic separation scheme is the line connecting the following geographical positions:

- (7) 37°32.69'N 122°48.68'E
- (8) 37°26.09'N 122°53.46'E
- (9) 37°11.60'N 122°53.46'E

1.4. The traffic lane for the northbound traffic, two miles wide, is established between the separation zone and the outer limit of the traffic separation scheme. The main traffic directions are 000°(T) and 330°(T).

1.5. The traffic lane for the southbound traffic, two miles wide, is established between the separation zone and the inner limit of the traffic separation scheme. The main traffic directions are 150°(T) and 180°(T).

2. The inshore traffic zone

The inshore traffic zone is the waters between the inner limit of the traffic separation scheme and the adjacent coast.

3. The precautionary area

The precautionary area is the geographical position 37°34.65'N 122°42.88'E as the center and five (5) miles as the radius.

(NTM0044/2000)